

1       **Subtitle B—Congestion Relief**

2       **SEC. 1201. REAL-TIME SYSTEM MANAGEMENT INFORMA-**  
3               **TION PROGRAM.**

4           (a) ESTABLISHMENT.—

5               (1) IN GENERAL.—The Secretary shall establish  
6           a real-time system management information pro-  
7           gram to provide, in all States, the capability to mon-  
8           itor, in real-time, the traffic and travel conditions of  
9           the major highways of the United States and to  
10          share that information to improve the security of the  
11          surface transportation system, to address congestion  
12          problems, to support improved response to weather  
13          events and surface transportation incidents, and to  
14          facilitate national and regional highway traveler in-  
15          formation.

16           (2) PURPOSES.—The purposes of the real-time  
17          system management information program are to—

18               (A) establish, in all States, a system of  
19           basic real-time information for managing and  
20           operating the surface transportation system;

21               (B) identify longer range real-time high-  
22          way and transit monitoring needs and develop



1 plans and strategies for meeting such needs;  
2 and

3 (C) provide the capability and means to  
4 share that data with State and local govern-  
5 ments and the traveling public.

6 (b) DATA EXCHANGE FORMATS.—Not later than 2  
7 years after the date of enactment of this Act, the Sec-  
8 retary shall establish data exchange formats to ensure that  
9 the data provided by highway and transit monitoring sys-  
10 tems, including statewide incident reporting systems, can  
11 readily be exchanged across jurisdictional boundaries, fa-  
12 cilitating nationwide availability of information.

13 (c) REGIONAL INTELLIGENT TRANSPORTATION SYS-  
14 TEM ARCHITECTURE.—

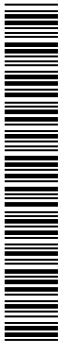
15 (1) ADDRESSING INFORMATION NEEDS.—As  
16 State and local governments develop or update re-  
17 gional intelligent transportation system architec-  
18 tures, described in section 940.9 of title 23, Code of  
19 Federal Regulations, such governments shall explic-  
20 itly address real-time highway and transit informa-  
21 tion needs and the systems needed to meet such  
22 needs, including addressing coverage, monitoring  
23 systems, data fusion and archiving, and methods of  
24 exchanging or sharing highway and transit informa-  
25 tion.



1           (2) DATA EXCHANGE.—States shall incorporate  
2           the data exchange formats established by the Sec-  
3           retary under subsection (b) to ensure that the data  
4           provided by highway and transit monitoring systems  
5           may readily be exchanged with State and local gov-  
6           ernments and may be made available to the traveling  
7           public.

8           (d) ELIGIBILITY.—Subject to project approval by the  
9           Secretary, a State may obligate funds apportioned to the  
10          State under sections 104(b)(1), 104(b)(2), and 104(b)(3)  
11          of title 23, United States Code, for activities relating to  
12          the planning and deployment of real-time monitoring ele-  
13          ments that advance the goals and purposes described in  
14          subsection (a).

15          (e) LIMITATION ON STATUTORY CONSTRUCTION.—  
16          Nothing in this section shall be construed as altering or  
17          otherwise affecting the applicability of the requirements  
18          of chapter 1 of title 23, United States Code (including  
19          requirements relating to the eligibility of a project for as-  
20          sistance under the program, the location of the project,  
21          and the Federal-share payable on account of the project),  
22          to amounts apportioned to a State for a program under  
23          section 104(b) that are obligated by the State for activities  
24          and projects under this section.



1 (f) STATEWIDE INCIDENT REPORTING SYSTEM DE-  
2 FINED.—In this section, the term “statewide incident re-  
3 porting system” means a statewide system for facilitating  
4 the real-time electronic reporting of surface transportation  
5 incidents to a central location for use in monitoring the  
6 event, providing accurate traveler information, and re-  
7 sponding to the incident as appropriate.

## 8 **Subtitle C—Mobility and Efficiency**

### 9 **SEC. 1301. PROJECTS OF NATIONAL AND REGIONAL SIG-** 10 **NIFICANCE.**

11 (a) FINDINGS.—Congress finds the following:

12 (1) Under current law, surface transportation  
13 programs rely primarily on formula capital appor-  
14 tionments to States.

15 (2) Despite the significant increase for surface  
16 transportation program funding in the Transpor-  
17 tation Equity Act of the 21st Century, current levels  
18 of investment are insufficient to fund critical high-  
19 cost transportation infrastructure facilities that ad-  
20 dress critical national economic and transportation  
21 needs.

22 (3) Critical high-cost transportation infrastruc-  
23 ture facilities often include multiple levels of govern-  
24 ment, agencies, modes of transportation, and trans-  
25 portation goals and planning processes that are not



1 easily addressed or funded within existing surface  
2 transportation program categories.

3 (4) Projects of national and regional signifi-  
4 cance have national and regional benefits, including  
5 improving economic productivity by facilitating inter-  
6 national trade, relieving congestion, and improving  
7 transportation safety by facilitating passenger and  
8 freight movement.

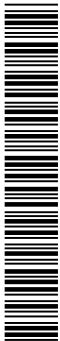
9 (5) The benefits of projects described in para-  
10 graph (4) accrue to local areas, States, and the Na-  
11 tion as a result of the effect such projects have on  
12 the national transportation system.

13 (6) A program dedicated to constructing  
14 projects of national and regional significance is nec-  
15 essary to improve the safe, secure, and efficient  
16 movement of people and goods throughout the  
17 United States and improve the health and welfare of  
18 the national economy.

19 (b) ESTABLISHMENT OF PROGRAM.—The Secretary  
20 shall establish a program to provide grants to States for  
21 projects of national and regional significance.

22 (c) DEFINITIONS.—In this section, the following defi-  
23 nitions apply:

24 (1) ELIGIBLE PROJECT COSTS.—The term “eli-  
25 gible project costs” means the costs of—



1 (A) development phase activities, including  
2 planning, feasibility analysis, revenue fore-  
3 casting, environmental review, preliminary engi-  
4 neering and design work, and other  
5 preconstruction activities; and

6 (B) construction, reconstruction, rehabili-  
7 tation, and acquisition of real property (includ-  
8 ing land related to the project and improve-  
9 ments to land), environmental mitigation, con-  
10 struction contingencies, acquisition of equip-  
11 ment, and operational improvements.

12 (2) ELIGIBLE PROJECT.—The term “eligible  
13 project” means any surface transportation project  
14 eligible for Federal assistance under title 23, United  
15 States Code, including freight railroad projects and  
16 activities eligible under such title.

17 (3) STATE.—The term “State” has the mean-  
18 ing such term has in section 101(a) of title 23,  
19 United States Code.

20 (d) ELIGIBILITY.—To be eligible for assistance under  
21 this section, a project shall have eligible project costs that  
22 are reasonably anticipated to equal or exceed the lesser  
23 of—

24 (1) \$500,000,000; or



1           (2) 75 percent of the amount of Federal high-  
2       way assistance funds apportioned for the most re-  
3       cently completed fiscal year to the State in which  
4       the project is located.

5       (e) APPLICATIONS.—Each State seeking to receive a  
6       grant under this section for an eligible project shall submit  
7       to the Secretary an application in such form and in ac-  
8       cordance with such requirements as the Secretary shall es-  
9       tablish.

10       (f) COMPETITIVE GRANT SELECTION AND CRITERIA  
11       FOR GRANTS.—

12           (1) IN GENERAL.—The Secretary shall—

13               (A) establish criteria for selecting among  
14       projects that meet the eligibility criteria speci-  
15       fied in subsection (d);

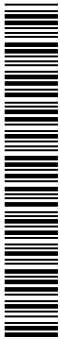
16               (B) conduct a national solicitation for ap-  
17       plications; and

18               (C) award grants on a competitive basis.

19       (2) CRITERIA FOR GRANTS.—The Secretary  
20       may approve a grant under this section for a project  
21       only if the Secretary determines that the project—

22               (A) is based on the results of preliminary  
23       engineering;

24               (B) is justified based on the ability of the  
25       project—



1 (i) to generate national economic ben-  
2 efits, including creating jobs, expanding  
3 business opportunities, and impacting the  
4 gross domestic product;

5 (ii) to reduce congestion, including  
6 impacts in the State, region, and Nation;

7 (iii) to improve transportation safety,  
8 including reducing transportation acci-  
9 dents, injuries, and fatalities;

10 (iv) to otherwise enhance the national  
11 transportation system; and

12 (v) to garner support for non-Federal  
13 financial commitments and provide evi-  
14 dence of stable and dependable financing  
15 sources to construct, maintain, and operate  
16 the infrastructure facility; and

17 (C) is supported by an acceptable degree of  
18 non-Federal financial commitments, including  
19 evidence of stable and dependable financing  
20 sources to construct, maintain, and operate the  
21 infrastructure facility.

22 (3) SELECTION CONSIDERATIONS.—In selecting  
23 a project under this section, the Secretary shall con-  
24 sider the extent to which the project—





1 (A) leverages Federal investment by en-  
2 couraging non-Federal contributions to the  
3 project, including contributions from public-pri-  
4 vate partnerships;

5 (B) uses new technologies, including intel-  
6 ligent transportation systems, that enhance the  
7 efficiency of the project; and

8 (C) helps maintain or protect the environ-  
9 ment.

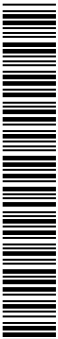
10 (4) PRELIMINARY ENGINEERING.—In evalu-  
11 ating a project under paragraph (2)(A), the Sec-  
12 retary shall analyze and consider the results of pre-  
13 liminary engineering for the project.

14 (5) NON-FEDERAL FINANCIAL COMMITMENT.—

15 (A) EVALUATION OF PROJECT.—In evalu-  
16 ating a project under paragraph (2)(C), the  
17 Secretary shall require that—

18 (i) the proposed project plan provides  
19 for the availability of contingency amounts  
20 that the Secretary determines to be reason-  
21 able to cover unanticipated cost increases;  
22 and

23 (ii) each proposed non-Federal source  
24 of capital and operating financing is stable,



1 reliable, and available within the proposed  
2 project timetable.

3 (B) CONSIDERATIONS.—In assessing the  
4 stability, reliability, and availability of proposed  
5 sources of non-Federal financing under sub-  
6 paragraph (A), the Secretary shall consider—

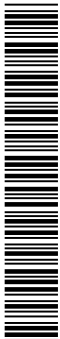
7 (i) existing financial commitments;

8 (ii) the degree to which financing  
9 sources are dedicated to the purposes pro-  
10 posed;

11 (iii) any debt obligation that exists or  
12 is proposed by the recipient for the pro-  
13 posed project; and

14 (iv) the extent to which the project  
15 has a non-Federal financial commitment  
16 that exceeds the required non-Federal  
17 share of the cost of the project.

18 (6) REGULATIONS.—Not later than 180 days  
19 after the date of enactment of this Act, the Sec-  
20 retary shall issue regulations on the manner in  
21 which the Secretary will evaluate and rate the  
22 projects based on the results of preliminary engi-  
23 neering, project justification, and the degree of non-  
24 Federal financial commitment, as required under  
25 this subsection.



1 (7) PROJECT EVALUATION AND RATING.—

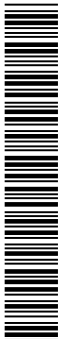
2 (A) IN GENERAL.—A proposed project may  
3 advance from preliminary engineering to final  
4 design and construction only if the Secretary  
5 finds that the project meets the requirements of  
6 this subsection and there is a reasonable likeli-  
7 hood that the project will continue to meet such  
8 requirements.

9 (B) EVALUATION AND RATING.—In mak-  
10 ing such findings, the Secretary shall evaluate  
11 and rate the project as “highly recommended”,  
12 “recommended”, or “not recommended” based  
13 on the results of preliminary engineering, the  
14 project justification criteria, and the degree of  
15 non-Federal financial commitment, as required  
16 under this subsection. In rating the projects,  
17 the Secretary shall provide, in addition to the  
18 overall project rating, individual ratings for  
19 each of the criteria established under the regu-  
20 lations issued under paragraph (6).

21 (g) LETTERS OF INTENT AND FULL FUNDING  
22 GRANT AGREEMENTS.—

23 (1) LETTER OF INTENT.—

24 (A) IN GENERAL.—The Secretary may  
25 issue a letter of intent to an applicant announce-

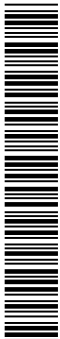


1           ing an intention to obligate, for a project under  
2           this section, an amount from future available  
3           budget authority specified in law that is not  
4           more than the amount stipulated as the finan-  
5           cial participation of the Secretary in the  
6           project.

7           (B) NOTIFICATION.—At least 60 days be-  
8           fore issuing a letter under subparagraph (A) or  
9           entering into a full funding grant agreement,  
10          the Secretary shall notify in writing the Com-  
11          mittee on Transportation and Infrastructure of  
12          the House of Representatives and the Com-  
13          mittee on Environment and Public Works of the  
14          Senate of the proposed letter or agreement. The  
15          Secretary shall include with the notification a  
16          copy of the proposed letter or agreement as well  
17          as the evaluations and ratings for the project.

18          (C) NOT AN OBLIGATION.—The issuance  
19          of a letter is deemed not to be an obligation  
20          under sections 1108(e), 1108(d), 1501, and  
21          1502(a) of title 31, United States Code, or an  
22          administrative commitment.

23          (D) OBLIGATION OR COMMITMENT.—An  
24          obligation or administrative commitment may



1 be made only when contract authority is allo-  
2 cated to a project.

3 (2) FULL FUNDING GRANT AGREEMENT.—

4 (A) IN GENERAL.—A project financed  
5 under this subsection shall be carried out  
6 through a full funding grant agreement. The  
7 Secretary shall enter into a full funding grant  
8 agreement based on the evaluations and ratings  
9 required under subsection (f)(7).

10 (B) TERMS.—If the Secretary makes a full  
11 funding grant agreement with an applicant, the  
12 agreement shall—

13 (i) establish the terms of participation  
14 by the United States Government in a  
15 project under this section;

16 (ii) establish the maximum amount of  
17 Government financial assistance for the  
18 project;

19 (iii) cover the period of time for com-  
20 pleting the project, including a period ex-  
21 tending beyond the period of an authoriza-  
22 tion; and

23 (iv) make timely and efficient man-  
24 agement of the project easier according to  
25 the laws of the United States.



1 (C) AGREEMENT.—An agreement under  
2 this paragraph obligates an amount of available  
3 budget authority specified in law and may in-  
4 clude a commitment, contingent on amounts to  
5 be specified in law in advance for commitments  
6 under this paragraph, to obligate an additional  
7 amount from future available budget authority  
8 specified in law. The agreement shall state that  
9 the contingent commitment is not an obligation  
10 of the Government. Interest and other financing  
11 costs of efficiently carrying out a part of the  
12 project within a reasonable time are a cost of  
13 carrying out the project under a full funding  
14 grant agreement, except that eligible costs may  
15 not be more than the cost of the most favorable  
16 financing terms reasonably available for the  
17 project at the time of borrowing. The applicant  
18 shall certify, in a way satisfactory to the Sec-  
19 retary, that the applicant has shown reasonable  
20 diligence in seeking the most favorable financ-  
21 ing terms.

22 (3) AMOUNTS.—The total estimated amount of  
23 future obligations of the Government and contingent  
24 commitments to incur obligations covered by all out-  
25 standing letters of intent and full funding grant



1       agreements may be not more than the greater of the  
2       amount authorized to carry out this section or an  
3       amount equivalent to the last 2 fiscal years of fund-  
4       ing authorized to carry out this section less an  
5       amount the Secretary reasonably estimates is nec-  
6       essary for grants under this section not covered by  
7       a letter. The total amount covered by new letters  
8       and contingent commitments included in full funding  
9       grant agreements may be not more than a limitation  
10      specified in law.

11      (h) GRANT REQUIREMENTS.—

12           (1) IN GENERAL.—A grant for a project under  
13      this section shall be subject to all of the require-  
14      ments of title 23, United States Code.

15           (2) OTHER TERMS AND CONDITIONS.—The Sec-  
16      retary shall require that all grants under this section  
17      be subject to all terms, conditions, and requirements  
18      that the Secretary decides are necessary or appro-  
19      priate for purposes of this section, including require-  
20      ments for the disposition of net increases in value of  
21      real property resulting from the project assisted  
22      under this section.

23      (i) GOVERNMENT'S SHARE OF PROJECT COST.—

24      Based on engineering studies, studies of economic feasi-  
25      bility, and information on the expected use of equipment



1 or facilities, the Secretary shall estimate the cost of a  
2 project receiving assistance under this section. A grant for  
3 the project is for 80 percent of the project cost, unless  
4 the grant recipient requests a lower grant percentage. A  
5 refund or reduction of the remainder may be made only  
6 if a refund of a proportional amount of the grant of the  
7 Government is made at the same time.

8 (j) FISCAL CAPACITY CONSIDERATIONS.—If the Sec-  
9 retary gives priority consideration to financing projects  
10 that include more than the non-Government share re-  
11 quired under subsection (i) the Secretary shall give equal  
12 consideration to differences in the fiscal capacity of State  
13 and local governments.

14 (k) REPORTS.—

15 (1) ANNUAL REPORT.—Not later than the first  
16 Monday in February of each year, the Secretary  
17 shall submit to the Committee on Transportation  
18 and Infrastructure of the House of Representatives  
19 and the Committee on Environment and Public  
20 Works of the Senate a report that includes a pro-  
21 posal on the allocation of amounts to be made avail-  
22 able to finance grants under this section.

23 (2) RECOMMENDATIONS ON FUNDING.—The  
24 annual report under this paragraph shall include  
25 evaluations and ratings, as required under sub-

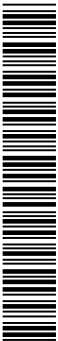




1 section (f). The report shall also include rec-  
2 ommendations of projects for funding based on the  
3 evaluations and ratings and on existing commit-  
4 ments and anticipated funding levels for the next 3  
5 fiscal years and for the next 10 fiscal years based  
6 on information currently available to the Secretary.

7 (l) APPLICABILITY OF TITLE 23.—Funds made avail-  
8 able to carry out this section shall be available for obliga-  
9 tion in the same manner as if such funds were apportioned  
10 under chapter 1 of title 23, United States Code; except  
11 that such funds shall not be transferable and shall remain  
12 available until expended and the Federal share of the cost  
13 of a project under this section shall be as provided in this  
14 section.

15 (m) DESIGNATED PROJECTS.—Notwithstanding any  
16 other provision of this section, the Secretary shall allocate  
17 for each of fiscal years 2005 through 2009, from funds  
18 made available to carry out this section, 20 percent of the  
19 following amounts for grants to carry out the following  
20 projects under this section:



1 **SEC. 1302. NATIONAL CORRIDOR INFRASTRUCTURE IM-**  
2 **PROVEMENT PROGRAM.**

3 (a) IN GENERAL.—The Secretary shall establish and  
4 implement a program to make allocations to States for  
5 highway construction projects in corridors of national sig-  
6 nificance to promote economic growth and international  
7 or interregional trade pursuant to the selection factors  
8 provided in this section. A State must submit an applica-  
9 tion to the Secretary in order to receive an allocation  
10 under this section.

11 (b) SELECTION PROCESS.—

12 (1) PRIORITY.—In the selection process under  
13 this section, the Secretary shall give priority to  
14 projects in corridors that are a part of, or will be  
15 designated as part of, the Dwight D. Eisenhower  
16 National System of Interstate and Defense High-  
17 ways after completion of the work described in the  
18 application received by the Secretary and to any  
19 project that will be completed within 5 years of the  
20 date of the allocation of funds for the project.

21 (2) SELECTION FACTORS.—In making alloca-  
22 tions under this section, the Secretary shall consider  
23 the following factors:

24 (A) The extent to which the corridor pro-  
25 vides a link between 2 existing segments of the  
26 Interstate System.



1 (B) The extent to which the project will fa-  
2 cilitate major multistate or regional mobility  
3 and economic growth and development in areas  
4 underserved by existing highway infrastructure.

5 (C) The extent to which commercial vehicle  
6 traffic in the corridor—

7 (i) has increased since the date of en-  
8 actment of the North American Free  
9 Trade Agreement Implementation Act (16  
10 U.S.C. 4401 et seq.); and

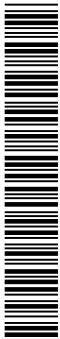
11 (ii) is projected to increase in the fu-  
12 ture.

13 (D) The extent to which international  
14 truck-borne commodities move through the cor-  
15 ridor.

16 (E) The extent to which the project will  
17 make improvements to an existing segment of  
18 the Interstate System that will result in a de-  
19 crease in congestion.

20 (F) The reduction in commercial and other  
21 travel time through a major freight corridor ex-  
22 pected as a result of the project.

23 (G) The value of the cargo carried by com-  
24 mercial vehicle traffic in the corridor and the



1 economic costs arising from congestion in the  
2 corridor.

3 (H) The extent of leveraging of Federal  
4 funds provided to carry out this section,  
5 including—

6 (i) use of innovative financing;

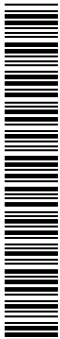
7 (ii) combination with funding provided  
8 under other sections of this Act and title  
9 23, United States Code; and

10 (iii) combination with other sources of  
11 Federal, State, local, or private funding.

12 (c) APPLICABILITY OF TITLE 23.—Funds made  
13 available by section 1101(a)(10) of this Act to carry out  
14 this section shall be available for obligation in the same  
15 manner as if such funds were apportioned under chapter  
16 1 of title 23, United States Code; except that such funds  
17 shall remain available until expended, and the Federal  
18 share of the cost of a project under this section shall be  
19 determined in accordance with section 120 of such title.

20 (d) STATE DEFINED.—In this section, the term  
21 “State” has the meaning such term has in section 101(a)  
22 of title 23, United States Code.

23 (e) DESIGNATED PROJECTS.—The Secretary shall al-  
24 locate for each of fiscal years 2005 through 2009, from  
25 funds made available to carry out this section, 20 percent



- 1 of the following amounts for grants to carry out the fol-
- 2 lowing projects under this section:



1 **SEC. 1303. COORDINATED BORDER INFRASTRUCTURE PRO-**  
2 **GRAM.**

3 (a) GENERAL AUTHORITY.—The Secretary shall im-  
4 plement a coordinated border infrastructure program  
5 under which the Secretary shall distribute funds to border  
6 States to improve the safe movement of motor vehicles at  
7 or across the border between the United States and Can-  
8 ada and the border between the United States and Mexico.

9 (b) ELIGIBLE USES.—Subject to subsection (d), a  
10 State may use funds apportioned under this section only  
11 for—

12 (1) improvements in a border region to existing  
13 transportation and supporting infrastructure that fa-  
14 cilitate cross-border motor vehicle and cargo move-  
15 ments;

16 (2) construction of highways and related safety  
17 and safety enforcement facilities in a border region  
18 that facilitate motor vehicle and cargo movements  
19 related to international trade;

20 (3) operational improvements in a border re-  
21 gion, including improvements relating to electronic  
22 data interchange and use of telecommunications, to  
23 expedite cross border motor vehicle and cargo move-  
24 ment;



1 (4) modifications to regulatory procedures to  
2 expedite safe and efficient cross border motor vehicle  
3 and cargo movements; and

4 (5) international coordination of transportation  
5 planning, programming, and border operation with  
6 Canada and Mexico relating to expediting cross bor-  
7 der motor vehicle and cargo movements.

8 (c) APPORTIONMENT OF FUNDS.—On October 1 of  
9 each fiscal year, the Secretary shall apportion among bor-  
10 der States sums authorized to be appropriated to carry  
11 out this section for such fiscal year as follows:

12 (1) 20 percent in the ratio that—

13 (A) the total number of incoming commer-  
14 cial trucks that pass through the land border  
15 ports of entry within the boundaries of a border  
16 State, as determined by the Secretary; bears to

17 (B) the total number of incoming commer-  
18 cial trucks that pass through such ports of  
19 entry within the boundaries of all the border  
20 States, as determined by the Secretary.

21 (2) 30 percent in the ratio that—

22 (A) the total number of incoming personal  
23 motor vehicles and incoming buses that pass  
24 through land border ports of entry within the



1 boundaries of a border State, as determined by  
2 the Secretary; bears to

3 (B) the total number of incoming personal  
4 motor vehicles and incoming buses that pass  
5 through such ports of entry within the bound-  
6 aries of all the border States, as determined by  
7 the Secretary.

8 (3) 25 percent in the ratio that—

9 (A) the total weight of incoming cargo by  
10 commercial trucks that pass through land bor-  
11 der ports of entry within the boundaries of a  
12 border State, as determined by the Secretary;  
13 bears to

14 (B) the total weight of incoming cargo by  
15 commercial trucks that pass through such ports  
16 of entry within the boundaries of all the border  
17 States, as determined by the Secretary.

18 (4) 25 percent of the ratio that—

19 (A) the total number of land border ports  
20 of entry within the boundaries of a border  
21 State, as determined by the Secretary; bears to

22 (B) the total number of land border ports  
23 of entry within the boundaries of all the border  
24 States, as determined by the Secretary.





1 (d) PROJECTS IN CANADA OR MEXICO.—A project in  
2 Canada or Mexico, proposed by a border State to directly  
3 and predominantly facilitate cross-border motor vehicle  
4 and cargo movements at an international port of entry  
5 into the border region of the State, may be constructed  
6 using funds apportioned to the State under this section  
7 if, before obligation of those funds, Canada or Mexico, or  
8 the political subdivision of Canada or Mexico that is re-  
9 sponsible for the operation of the facility to be con-  
10 structed, provides assurances satisfactory to the Secretary  
11 that any facility constructed under this subsection will  
12 be—

13 (1) constructed in accordance with standards  
14 equivalent to applicable standards in the United  
15 States; and

16 (2) properly maintained and used over the use-  
17 ful life of the facility for the purpose for which the  
18 Secretary is allocating such funds to the project.

19 (e) TRANSFER OF FUNDS TO THE GENERAL SERV-  
20 ICES ADMINISTRATION.—

21 (1) STATE FUNDS.—At the request of a border  
22 State, funds apportioned to the State under this sec-  
23 tion may be transferred to the General Services Ad-  
24 ministration for the purpose of funding 1 or more  
25 projects described in subsection (b) if—



1 (A) the Secretary determines, after con-  
2 sultation with the transportation department of  
3 the border State, that the General Services Ad-  
4 ministration should carry out the project; and

5 (B) the General Services Administration  
6 agrees to accept the transfer of, and to admin-  
7 ister, those funds in accordance with this sec-  
8 tion.

9 (2) NON-FEDERAL SHARE.—

10 (A) IN GENERAL.—A border State that  
11 makes a request under paragraph (1) shall pro-  
12 vide directly to the General Services Adminis-  
13 tration, for each project covered by the request,  
14 the non-Federal share of the cost of the project.

15 (B) NO AUGMENTATION OF APPROPRIA-  
16 TIONS.—Funds provided by a border State  
17 under subparagraph (A)—

18 (i) shall not be considered to be an  
19 augmentation of the appropriations made  
20 available to the General Services Adminis-  
21 tration; and

22 (ii) shall be—

23 (I) administered, subject to para-  
24 graph (1)(B), in accordance with the



1 procedures of the General Services  
2 Administration; but

3 (II) available for obligation in the  
4 same manner as if the funds were ap-  
5 portioned under chapter 1 of title 23,  
6 United States Code.

7 (3) OBLIGATION AUTHORITY.—Obligation au-  
8 thority shall be transferred to the General Services  
9 Administration for a project in the same manner  
10 and amount as the funds provided for the project  
11 under paragraph (1).

12 (4) LIMITATION ON TRANSFER OF FUNDS.—No  
13 State may transfer to the General Services Adminis-  
14 tration under this subsection an amount that is  
15 more than the lesser of—

16 (A) 15 percent of the aggregate amount of  
17 funds apportioned to the State under this sec-  
18 tion for such fiscal year; or

19 (B) \$5,000,000.

20 (f) APPLICABILITY OF TITLE 23.—Funds made avail-  
21 able to carry out this section shall be available for obliga-  
22 tion in the same manner as if such funds were apportioned  
23 under chapter 1 of title 23, United States Code; except  
24 that, subject to subsection (e), such funds shall not be  
25 transferable and shall remain available until expended,



1 and the Federal share of the cost of a project under this  
2 section shall be determined in accordance with section 120  
3 of such title.

4 (g) DEFINITIONS.—In this section, the following defi-  
5 nitions apply:

6 (1) BORDER REGION.—The term “border re-  
7 gion” means any portion of a border State within  
8 100 miles of an international land border with Can-  
9 ada or Mexico.

10 (2) BORDER STATE.—The term “border State”  
11 means any State that has an international land bor-  
12 der with Canada or Mexico.

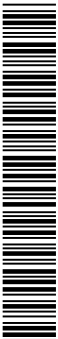
13 (3) COMMERCIAL TRUCK.—The term “commer-  
14 cial truck” means a commercial motor vehicle as de-  
15 fined in section 31301(4) (other than subparagraph  
16 (B)) of title 49, United States Code.

17 (4) MOTOR VEHICLE.—The term “motor vehi-  
18 cle” has the meaning such term has under section  
19 101(a) of title 23, United States Code.

20 (5) STATE.—The term “State” has the mean-  
21 ing such term has in section 101(a) of such title 23.

22 **SEC. 1304. HIGH PRIORITY CORRIDORS ON THE NATIONAL**  
23 **HIGHWAY SYSTEM.**

24 (a) EVACUATION ROUTES.—Section 1105(b) of the  
25 Intermodal Surface Transportation Efficiency Act of 1991



1 (Public Law 102–240; 105 Stat. 2032) is amended in the  
2 first sentence by inserting “and evacuation routes” after  
3 “corridors” the first place it appears.

4 (b) CORRIDORS.—Section 1105(c) of the Intermodal  
5 Surface Transportation Efficiency Act of 1991 (105 Stat.  
6 2032) is amended—

7 (1) by striking paragraph (14) and inserting  
8 the following:

9 “(14) Heartland Expressway from Denver, Col-  
10 orado, through Scottsbluff, Nebraska, to Rapid City,  
11 South Dakota as follows:

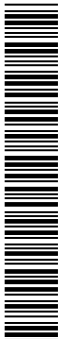
12 “(A) In the State of Colorado, the Heart-  
13 land Expressway Corridor shall generally  
14 follow—

15 “(i) Interstate 76 from Denver to  
16 Brush; and

17 “(ii) Colorado Highway 71 from  
18 Limon to the border between the States of  
19 Colorado and Nebraska.

20 “(B) In the State of Nebraska, the Heart-  
21 land Expressway Corridor shall generally  
22 follow—

23 “(i) Nebraska Highway 71 from the  
24 border between the States of Colorado and  
25 Nebraska to Scottsbluff;



1 “(ii) United States Route 26 from  
2 Scottsbluff to the intersection with State  
3 Highway L62A;

4 “(iii) State Highway L62A from the  
5 intersection with United States Route 26  
6 to United States Route 385 north of  
7 Bridgeport;

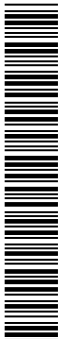
8 “(iv) United States Route 385 to the  
9 border between the States of Nebraska and  
10 South Dakota; and

11 “(v) United States Highway 26 from  
12 Scottsbluff to the border of the States of  
13 Nebraska and Wyoming.

14 “(C) In the State of Wyoming, the Heart-  
15 land Expressway Corridor shall generally follow  
16 United States Highway 26 from the border of  
17 the States of Nebraska and Wyoming to the  
18 termination at Interstate 25 at Interchange  
19 number 94.

20 “(D) In the State of South Dakota, the  
21 Heartland Expressway Corridor shall generally  
22 follow—

23 “(i) United States Route 385 from  
24 the border between the States of Nebraska



1 and South Dakota to the intersection with  
2 State Highway 79; and

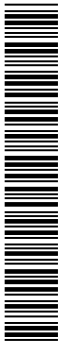
3 “(ii) State Highway 79 from the  
4 intersection with United States Route 385  
5 to Rapid City.”;

6 (2) in paragraph (23) by inserting before the  
7 period at the end the following: “and the connection  
8 from Wichita, Kansas, to Sioux City, Iowa, which in-  
9 cludes I-135 from Wichita, Kansas to Salina, Kan-  
10 sas, United States Route 81 from Salina, Kansas, to  
11 Norfolk, Nebraska, Nebraska State Route 35 from  
12 Norfolk, Nebraska, to South Sioux City, Nebraska,  
13 and the connection to I-29 in Sioux City, Iowa”;

14 (3) in paragraph (33) by striking “I-395” and  
15 inserting “and including the I-395 corridor”;

16 (4) by striking paragraph (34) and inserting  
17 the following:

18 “(34) The Alameda Corridor-East and South-  
19 west Passage, California. The Alameda Corridor-  
20 East is generally described as the corridor from East  
21 Los Angeles (terminus of Alameda Corridor)  
22 through Los Angeles, Orange, San Bernardino, and  
23 Riverside Counties, to termini at Barstow in San  
24 Bernardino County and Coachella in Riverside



1 County. The Southwest Passage shall follow I-10  
2 from San Bernardino to the Arizona State line.”;

3 (5) by adding at the end the following:

4 “(46) Interstate Route 710 between the ter-  
5 minus at Long Beach, California, to California State  
6 Route 60.

7 “(47) Interstate Route 87 from the Quebec bor-  
8 der to New York City.

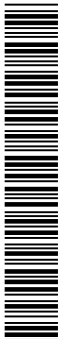
9 “(48) The Route 50 High Plains Corridor along  
10 the United States Route 50 corridor from Newton,  
11 Kansas, to Pueblo, Colorado.

12 “(49) The Atlantic Commerce Corridor on  
13 Interstate Route 95 from Jacksonville, Florida, to  
14 Miami, Florida.

15 “(50) The East-West Corridor commencing in  
16 Watertown, New York, continuing northeast through  
17 New York, Vermont, New Hampshire, and Maine,  
18 and terminating in Calais, Maine.

19 “(51) The SPIRIT Corridor on United States  
20 Route 54 from El Paso, Texas, through New Mex-  
21 ico, Texas, and Oklahoma to Wichita, Kansas.

22 “(52) The route in Arkansas running south of  
23 and parallel to Arkansas State Highway 226 from  
24 the relocation of United States Route 67 to the vi-





1 cinity of United States Route 49 and United States  
2 Route 63.

3 “(53) United States Highway Route 6 from  
4 Interstate Route 70 to Interstate Route 15, Utah.

5 “(54) The California Farm-to-Market Corridor,  
6 California State Route 99 from south of Bakersfield  
7 to Sacramento, California.

8 “(55) In Texas, Interstate Route 20 from  
9 Interstate Route 35E in Dallas County, east to the  
10 intersection of Interstate Route 635, north to the  
11 intersection of Interstate Route 30, northeast  
12 through Texarkana to Little Rock, Arkansas, Inter-  
13 state Route 40 northeast from Little Rock east to  
14 the proposed Interstate Route 69 corridor.

15 “(56) In the State of Texas, the La Entrada al  
16 Pacifico Corridor consisting of the following high-  
17 ways and any portion of a highway in a corridor on  
18 2 miles of either side of the center line of the high-  
19 way:

20 “(A) State Route 349 from Lamesa to the  
21 point on that highway that is closest to 32 de-  
22 grees, 7 minutes, north latitude, by 102 de-  
23 grees, 6 minutes, west longitude.

24 “(B) The segment or any roadway extend-  
25 ing from the point described by subparagraph



1 (A) to the point on Farm-to-Market Road 1788  
2 closest to 32 degrees, 0 minutes, north latitude,  
3 by 102 degrees, 16 minutes, west longitude.

4 “(C) Farm-to-Market Road 1788 from the  
5 point described by subparagraph (B) to its  
6 intersection with Interstate Route 20.

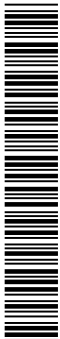
7 “(D) Interstate Route 20 from its intersec-  
8 tion with Farm-to-Market Road 1788 to its  
9 intersection with United States Route 385.

10 “(E) United States Route 385 from Odes-  
11 sa to Fort Stockton, including those portions  
12 that parallel United States Route 67 and Inter-  
13 state Route 10.

14 “(F) United States Route 67 from Fort  
15 Stockton to Presidio, including those portions  
16 that parallel Interstate Route 10 and United  
17 States Route 90.

18 “(57) United States Route 41 corridor between  
19 Interstate Route 94 via Interstate Route 894 and  
20 Highway 45 near Milwaukee and Interstate Route  
21 43 near Green Bay in the State of Wisconsin.

22 “(58) The Theodore Roosevelt Expressway  
23 from Rapid City, South Dakota, north on United  
24 States Route 85 to Williston, North Dakota, west on  
25 United States Route 2 to Culbertson, Montana, and



1 north on Montana Highway 16 to the international  
2 border with Canada at the port of Raymond, Mon-  
3 tana.

4 “(59) The Central North American Trade Cor-  
5 ridor from the border between North Dakota and  
6 South Dakota, north on United States Route 83  
7 through Bismark and Minot, North Dakota, to the  
8 international border with Canada.

9 “(60) The Providence Beltline Corridor begin-  
10 ning at Interstate Route 95 in the vicinity of Hope  
11 Valley, Rhode Island, traversing eastwardly inter-  
12 secting and merging into Interstate Route 295, con-  
13 tinuing northeastwardly along Interstate Route 95,  
14 and terminating at the Massachusetts border, and  
15 including the western bypass of Providence, Rhode  
16 Island, from Interstate Route 295 to the Massachu-  
17 setts border.

18 “(61) In the State of Missouri, the corridors  
19 consisting of the following highways:

20 “(A) Interstate Route 70, from Interstate  
21 Route 29/35 to United States Route 61/Avenue  
22 of the Saints.

23 “(B) Interstate Route 72/United States  
24 Route 36, from the intersection with Interstate



1 Route 29 to United States Route 61/Avenue of  
2 the Saints.

3 “(C) United States Route 67, from Inter-  
4 state Route 55 to the Arkansas State line.

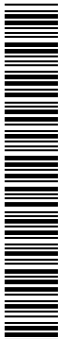
5 “(D) United States Route 65, from United  
6 States Route 36/Interstate Route 72 to the  
7 East-West TransAmerica corridor, at the Ar-  
8 kansas State line.

9 “(E) United States Route 63, from United  
10 States Route 36 and the proposed Interstate  
11 Route 72 to the East-West TransAmerica cor-  
12 ridor, at the Arkansas State line.

13 “(F) United States Route 54, from the  
14 Kansas State line to United States Route 61/  
15 Avenue of the Saints.

16 “(62) The Georgia Developmental Highway  
17 System Corridors identified in section 32-4-22 of  
18 the Official Code of Georgia, Annotated.

19 “(63) The Liberty Corridor, a corridor in an  
20 area encompassing very critical and significant  
21 transportation infrastructure providing regional, na-  
22 tional, and international access through the State of  
23 New Jersey, including Interstate Routes 95, 80,  
24 287, and 78, and United States Routes 1, 3, 9, 17,  
25 and 46, and portways and connecting infrastructure.



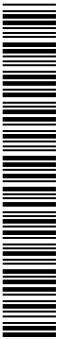
1           “(64) The corridor in an area of passage in the  
2           State of New Jersey serving significant interstate  
3           and regional traffic, located near the cities of Cam-  
4           den, New Jersey, and Philadelphia, Pennsylvania,  
5           and including Interstate Route 295, United States  
6           Route 42, United States Route 130, and Interstate  
7           Route 676.

8           “(65) The Interstate Route 95 Corridor begin-  
9           ning at the New York State line and continuing  
10          through Connecticut to the Rhode Island State line.

11          “(66) The Interstate Route 91 Corridor from  
12          New Haven, Connecticut, to the Massachusetts  
13          State line.

14          “(67) The Fairbanks-Yukon International Cor-  
15          ridor consisting of the portion of the Alaska High-  
16          way from the international border with Canada to  
17          the Richardson Highway, and the Richardson High-  
18          way from its junction with the Alaska Highway to  
19          Fairbanks, Alaska.

20          “(68) The Washoe County corridor, along  
21          Interstate Route 580/United States Route 95/United  
22          States Route 95A, from Reno, Nevada, to Las  
23          Vegas, Nevada.



1           “(69) The Cross Valley Connector connecting  
2 Interstate Route 5 and State Route 14, Santa  
3 Clarita Valley, California.

4           “(70) The Economic Lifeline corridor, along  
5 Interstate Route 15 and Interstate Route 40, Cali-  
6 fornia, Arizona, and Nevada, including Interstate  
7 Route 215 South from near San Bernadino, Cali-  
8 fornia, to Riverside, California, and State Route 91  
9 from Riverside, California, to the intersection with  
10 Interstate Route 15 near Corona, California.

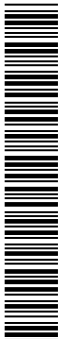
11          “(71) The High Desert Corridor/E-220 from  
12 Los Angeles, California, to Las Vegas, Nevada, via  
13 Palmdale and Victorville, California.

14          “(72) The North-South corridor, along Inter-  
15 state Route 49 North, from Kansas City, Missouri,  
16 to Shreveport, Louisiana.

17          “(73) The Louisiana Highway corridor, along  
18 Louisiana Highway 1, from Grand Isle, Louisiana,  
19 to the intersection with United States Route 90.

20          “(74) The portion of United States Route 90  
21 from Interstate Route 49 in Lafayette, Louisiana, to  
22 Interstate Route 10 in New Orleans, Louisiana.

23          “(75) The Louisiana 28 corridor from Fort  
24 Polk to Alexandria, Louisiana.



1           “(76) The portion of Interstate Route 75 from  
2           Toledo, Ohio, to Cincinnati, Ohio.

3           “(77) The portion of United States Route 24  
4           from the Indiana/Ohio State line to Toledo, Ohio.

5           “(78) The portion of Interstate Route 71 from  
6           Cincinnati, Ohio, to Cleveland, Ohio.

7           “(79) Interstate Route 376 from the Pittsburgh  
8           Interchange (I/C No. 56) of the Pennsylvania Turn-  
9           pike, westward on Interstate Route 279, United  
10          States Route 22, United States Route 30, and Penn-  
11          sylvania Route 60, continuing past the Pittsburgh  
12          International Airport on Turnpike Route 60, to the  
13          Pennsylvania Turnpike (Interstate Route 76), Inter-  
14          change 10, and continuing north on Pennsylvania  
15          Turnpike Route 60 and on United States Route 422  
16          to Interstate Route 80.

17          “(80) The Intercounty Connector, a new east-  
18          west multimodal highway between Interstate Route  
19          270 and Interstate Route 95/United States Route 1  
20          in Montgomery and Prince George’s Counties, Mary-  
21          land.”; and

22          (6) by aligning paragraph (45) with paragraph  
23          (46) (as added by paragraph (5)).



1 (c) INTERSTATE ROUTES.—Section 1105(e)(5) of the  
2 Intermodal Surface Transportation Efficiency Act of 1991  
3 is amended—

4 (1) in subparagraph (A) by striking “and sub-  
5 section (c)(45)” and inserting “subsection (c)(45),  
6 subsection (c)(54), and subsection (c)(57)”;

7 (2) by redesignating subparagraphs (B)  
8 through (D) as subparagraphs (C) through (E); and

9 (3) by inserting after subparagraph (A) the fol-  
10 lowing:

11 “(B) INTERSTATE ROUTE 376.—

12 “(i) DESIGNATION OF INTERSTATE  
13 ROUTE 376.—

14 “(I) IN GENERAL.—The routes  
15 referred to in subsection (c)(79), ex-  
16 cept the portion of Pennsylvania  
17 Turnpike Route 60 and United States  
18 Route 422 between Pennsylvania  
19 Turnpike Interchange 10 and Inter-  
20 state Route 80, shall be designated as  
21 Interstate Route 376.

22 “(II) SIGNS.—The State of  
23 Pennsylvania shall have jurisdiction  
24 over the highways described in sub-  
25 clause (I) (except Pennsylvania Turn-



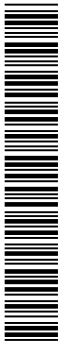


1 pike Route 60) and erect signs in ac-  
2 cordance with Interstate signing cri-  
3 teria that identify the routes described  
4 in subclause (I) as Interstate Route  
5 376.

6 “(III) ASSISTANCE FROM SEC-  
7 RETARY.—The Secretary shall assist  
8 the State of Pennsylvania in carrying  
9 out, not later than December 31,  
10 2008, an activity under subclause (II)  
11 relating to Interstate Route 376 and  
12 in complying with sections 109 and  
13 139 of title 23, United States Code.

14 “(ii) OTHER SEGMENTS.—The seg-  
15 ment of the route referred to in subsection  
16 (c)(79) located between the Pennsylvania  
17 Turnpike, Interchange 10, and Interstate  
18 Route 80 may be signed as Interstate  
19 Route 376 under clause (i)(II) if that seg-  
20 ment meets the criteria under sections 109  
21 and 139 of title 23, United States Code.”.

22 (d) AUTHORIZATION OF APPROPRIATIONS.—There  
23 are authorized to be appropriated to carry out, in accord-  
24 ance with title 23, United States Code, projects on cor-  
25 ridors identified in section 1105(c) of the Intermodal Sur-



1 face Transportation Efficiency Act of 1991 (105 Stat.  
2 2032) such sums as may be necessary.

3 **SEC. 1305. TRUCK PARKING FACILITIES.**

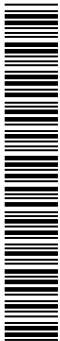
4 (a) ESTABLISHMENT.—In cooperation with appro-  
5 priate State, regional, and local governments, the Sec-  
6 retary shall establish a pilot program to address the short-  
7 age of long-term parking for commercial motor vehicles  
8 on the National Highway System.

9 (b) ALLOCATION OF FUNDS.—

10 (1) IN GENERAL.—The Secretary shall allocate  
11 funds made available to carry out this section among  
12 States, metropolitan planning organizations, and  
13 local governments.

14 (2) APPLICATIONS.—To be eligible for an allo-  
15 cation under this section, a State (as defined in sec-  
16 tion 101(a) of title 23, United States Code), metro-  
17 politan planning organization, or local government  
18 shall submit to the Secretary an application at such  
19 time and containing such information as the Sec-  
20 retary may require.

21 (3) ELIGIBLE PROJECTS.—Funds allocated  
22 under this subsection shall be used by the recipient  
23 for projects described in an application approved by  
24 the Secretary. Such projects shall serve the National  
25 Highway System and may include the following:



1 (A) Constructing safety rest areas (as de-  
2 fined in section 120(c) of title 23, United  
3 States Code) that include parking for commer-  
4 cial motor vehicles.

5 (B) Constructing commercial motor vehicle  
6 parking facilities adjacent to commercial truck  
7 stops and travel plazas.

8 (C) Opening existing facilities to commer-  
9 cial motor vehicle parking, including inspection  
10 and weigh stations and park-and-ride facilities.

11 (D) Promoting the availability of publicly  
12 or privately provided commercial motor vehicle  
13 parking on the National Highway System using  
14 intelligent transportation systems and other  
15 means.

16 (E) Constructing turnouts along the Na-  
17 tional Highway System for commercial motor  
18 vehicles.

19 (F) Making capital improvements to public  
20 commercial motor vehicle parking facilities cur-  
21 rently closed on a seasonal basis to allow the fa-  
22 cilities to remain open year-round.

23 (G) Improving the geometric design of  
24 interchanges on the National Highway System



1 to improve access to commercial motor vehicle  
2 parking facilities.

3 (4) PRIORITY.—In allocating funds made avail-  
4 able to carry out this section, the Secretary shall  
5 give priority to applicants that—

6 (A) demonstrate a severe shortage of com-  
7 mercial motor vehicle parking capacity in the  
8 corridor to be addressed;

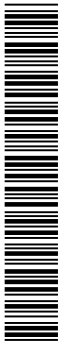
9 (B) have consulted with affected State and  
10 local governments, community groups, private  
11 providers of commercial motor vehicle parking,  
12 and motorist and trucking organizations; and

13 (C) demonstrate that their proposed  
14 projects are likely to have positive effects on  
15 highway safety, traffic congestion, or air qual-  
16 ity.

17 (c) REPORT TO CONGRESS.—Not later than 3 years  
18 after the date of enactment of this Act, the Secretary shall  
19 submit to Congress a report on the results of the pilot  
20 program.

21 (d) FUNDING.—

22 (1) IN GENERAL.—There is authorized to be  
23 appropriated from the Highway Trust Fund (other  
24 than the Mass Transit Account) to carry out this



1 section \$6,250,000 for each of fiscal years 2006  
2 through 2009.

3 (2) CONTRACT AUTHORITY.—Funds authorized  
4 under this subsection shall be available for obligation  
5 in the same manner as if the funds were apportioned  
6 under chapter 1 of title 23, United States Code; ex-  
7 cept that such funds shall not be transferable and  
8 shall remain available until expended, and the Fed-  
9 eral share of the cost of a project under this section  
10 shall be determined in accordance with sections  
11 120(b) and 120(c) of such title.

12 (e) TREATMENT OF PROJECTS.—Notwithstanding  
13 any other provision of law, projects funded under this sec-  
14 tion shall be treated as projects on a Federal-aid system  
15 under chapter 1 of title 23, United States Code.

16 **SEC. 1306. FREIGHT INTERMODAL DISTRIBUTION PILOT**  
17 **GRANT PROGRAM.**

18 (a) IN GENERAL.—The Secretary shall establish and  
19 implement a freight intermodal distribution pilot grant  
20 program.

21 (b) PURPOSES.—The purposes of the program estab-  
22 lished under subsection (a) shall be for the Secretary to  
23 make grants to States—



1 (1) to facilitate and support intermodal freight  
2 transportation initiatives at the State and local lev-  
3 els to relieve congestion and improve safety; and

4 (2) to provide capital funding to address infra-  
5 structure and freight distribution needs at inland  
6 ports and intermodal freight facilities.

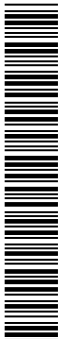
7 (c) ELIGIBLE PROJECTS.—Projects for which grants  
8 may be made under this section shall help relieve conges-  
9 tion, improve transportation safety, facilitate international  
10 trade, and encourage public-private partnership and may  
11 include projects for the development and construction of  
12 intermodal freight distribution and transfer facilities at in-  
13 land ports.

14 (d) SELECTION PROCESS.—

15 (1) APPLICATIONS.—A State (as defined in sec-  
16 tion 101(a) of title 23, United States Code) shall  
17 submit for approval by the Secretary an application  
18 for a grant under this section containing such infor-  
19 mation as the Secretary may require to receive such  
20 a grant.

21 (2) PRIORITY.—In selecting projects for grants,  
22 the Secretary shall give priority to projects that  
23 will—

24 (A) reduce congestion into and out of  
25 international ports located in the United States;



1 (B) demonstrate ways to increase the like-  
2 lihood that freight container movements involve  
3 freight containers carrying goods; and

4 (C) establish or expand intermodal facili-  
5 ties that encourage the development of inland  
6 freight distribution centers.

7 (3) DESIGNATED PROJECTS.—Subject to the  
8 provisions of this section, the Secretary shall allocate  
9 for each of fiscal years 2005 through 2009, from  
10 funds made available to carry out this section, 20  
11 percent of the following amounts for grants to carry  
12 out the following projects under this section:

13 (A) Short-haul intermodal projects, Or-  
14 egon, \$5,000,000.

15 (B) The Georgia Port Authority,  
16 \$5,000,000.

17 (C) The ports of Los Angeles and Long  
18 Beach, California, \$5,000,000.

19 (D) Fairbanks, Alaska, \$5,000,000.

20 (E) Charlotte Douglas International Air-  
21 port Freight Intermodal Facility, North Caro-  
22 lina, \$5,000,000.

23 (F) South Piedmont Freight Intermodal  
24 Center, North Carolina, \$5,000,000.



1 (e) USE OF GRANT FUNDS.—Funds made available  
2 to a recipient of a grant under this section shall be used  
3 by the recipient for the project described in the application  
4 of the recipient approved by the Secretary.

5 (f) REPORT.—Not later than 3 years after the date  
6 of enactment of this Act, the Secretary shall submit to  
7 Congress a report on the results of the pilot program car-  
8 ried out under this section.

9 (g) FUNDING.—

10 (1) IN GENERAL.—There is authorized to be  
11 appropriated from the Highway Trust Fund (other  
12 than the Mass Transit Account) to carry out this  
13 section \$6,000,000 for each of fiscal years 2005  
14 through 2009.

15 (2) CONTRACT AUTHORITY.—Funds authorized  
16 by this subsection shall be available for obligation in  
17 the same manner as if the funds were apportioned  
18 under chapter 1 of title 23, United States Code; ex-  
19 cept that such funds shall not be transferable and  
20 shall remain available until expended, and the Fed-  
21 eral share of the cost of a project under this section  
22 shall be determined in accordance with section 120  
23 of such title.

24 (h) TREATMENT OF PROJECTS.—Notwithstanding  
25 any other provision of law, projects for which grants are





1 made under this section shall be treated as projects on  
2 a Federal-aid system under chapter 1 of title 23, United  
3 States Code.

4 **SEC. 1307. DEPLOYMENT OF MAGNETIC LEVITATION**  
5 **TRANSPORTATION PROJECTS.**

6 (a) DEFINITIONS.—In this section, the following defi-  
7 nitions apply:

8 (1) ELIGIBLE PROJECT COSTS.—The term “eli-  
9 gible project costs”—

10 (A) means the capital cost of the fixed  
11 guideway infrastructure of a MAGLEV project,  
12 including land, piers, guideways, propulsion  
13 equipment and other components attached to  
14 guideways, power distribution facilities (includ-  
15 ing substations), control and communications  
16 facilities, access roads, and storage, repair, and  
17 maintenance facilities, but not including costs  
18 incurred for a new station; and

19 (B) includes the costs of preconstruction  
20 planning activities.

21 (2) FULL PROJECT COSTS.—The term “full  
22 project costs” means the total capital costs of a  
23 MAGLEV project, including eligible project costs  
24 and the costs of stations, vehicles, and equipment.



1           (3) MAGLEV.—The term “MAGLEV” means  
2           transportation systems employing magnetic levita-  
3           tion that would be capable of safe use by the public  
4           at a speed in excess of 240 miles per hour.

5           (4) STATE.—The term “State” has the mean-  
6           ing such term has under section 101(a) of title 23,  
7           United States Code.

8           (b) IN GENERAL.—

9           (1) ASSISTANCE FOR ELIGIBLE PROJECTS.—  
10          The Secretary shall make available financial assist-  
11          ance to pay the Federal share of full project costs  
12          of eligible projects authorized by this section.

13          (2) USE OF ASSISTANCE.—Financial assistance  
14          provided under paragraph (1) shall be used only to  
15          pay eligible project costs of projects authorized by  
16          this section.

17          (3) APPLICABILITY OF OTHER LAWS.—Finan-  
18          cial assistance made available under this section,  
19          and projects assisted with such assistance, shall be  
20          subject to section 5333(a) of title 49, United States  
21          Code.

22          (c) PROJECT ELIGIBILITY.—To be eligible to receive  
23          financial assistance under subsection (b), a project shall—

24                (1) involve a segment or segments of a high-  
25                speed ground transportation corridor;



1 (2) result in an operating transportation facility  
2 that provides a revenue producing service; and

3 (3) be approved by the Secretary based on an  
4 application submitted to the Secretary by a State or  
5 authority designated by 1 or more States.

6 (d) ALLOCATION.—Of the amounts made available to  
7 carry out this section for a fiscal year, the Secretary shall  
8 allocate 50 percent for the MAGLEV project between Las  
9 Vegas and Primm, Nevada, and 50 percent for a  
10 MAGLEV project located east of the Mississippi River.

11 **SEC. 1308. DELTA REGION TRANSPORTATION DEVELOP-**  
12 **MENT PROGRAM.**

13 (a) IN GENERAL.—The Secretary shall carry out a  
14 program in the 8 States comprising the Delta Region (Ala-  
15 bama, Arkansas, Illinois, Kentucky, Louisiana, Mis-  
16 sissippi, Missouri, and Tennessee) to—

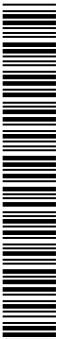
17 (1) support and encourage multistate transpor-  
18 tation planning and corridor development;

19 (2) provide for transportation project develop-  
20 ment;

21 (3) facilitate transportation decisionmaking;  
22 and

23 (4) support transportation construction.

24 (b) ELIGIBLE RECIPIENTS.—A State transportation  
25 department or metropolitan planning organization in a



1 Delta Region State may receive and administer funds pro-  
2 vided under the program.

3 (c) ELIGIBLE ACTIVITIES.—The Secretary shall  
4 make allocations under the program for multistate high-  
5 way planning, development, and construction projects.

6 (d) OTHER PROVISIONS REGARDING ELIGIBILITY.—  
7 All activities funded under this program shall be con-  
8 sistent with the continuing, cooperative, and comprehen-  
9 sive planning processes required by sections 134 and 135  
10 of title 23, United States Code.

11 (e) SELECTION CRITERIA.—The Secretary shall se-  
12 lect projects to be carried out under the program based  
13 on—

14 (1) whether the project is located—

15 (A) in an area under the authority of the  
16 Delta Regional Authority; and

17 (B) on a Federal-aid highway;

18 (2) endorsement of the project by the State de-  
19 partment of transportation; and

20 (3) evidence of the ability of the recipient of  
21 funds provided under the program to complete the  
22 project.

23 (f) PROGRAM PRIORITIES.—In administering the pro-  
24 gram, the Secretary shall—



1 (1) encourage State and local officials to work  
2 together to develop plans for multimodal and multi-  
3 jurisdictional transportation decisionmaking; and

4 (2) give priority to projects that emphasize  
5 multimodal planning, including planning for oper-  
6 ational improvements that—

7 (A) increase the mobility of people and  
8 goods;

9 (B) improve the safety of the transpor-  
10 tation system with respect to catastrophic nat-  
11 ural disasters or disasters caused by human ac-  
12 tivity; and

13 (C) contribute to the economic vitality of  
14 the area in which the project is being carried  
15 out.

16 (g) FEDERAL SHARE.—Amounts provided by the  
17 Delta Regional Authority to carry out a project under this  
18 subsection may be applied to the non-Federal share of the  
19 project required by section 120 of title 23, United States  
20 Code.

21 (h) FUNDING.—

22 (1) IN GENERAL.—There is authorized to be  
23 appropriated from the Highway Trust Fund (other  
24 than the Mass Transit Account) to carry out this



1 section \$10,000,000 for each of fiscal years 2006  
2 through 2009.

3 (2) CONTRACT AUTHORITY.—Funds made  
4 available to carry out this section shall be available  
5 for obligation in the same manner as if such funds  
6 were apportioned under chapter 1 of title 23, United  
7 States Code; except that such funds shall not be  
8 transferable and shall remain available until ex-  
9 pended.

10 **SEC. 1309. EXTENSION OF PUBLIC TRANSIT VEHICLE EX-**  
11 **EMPTION FROM AXLE WEIGHT RESTRIC-**  
12 **TIONS.**

13 Section 1023(h)(1) of the Intermodal Surface Trans-  
14 portation Efficiency Act of 1991 (23 U.S.C. 127 note; 106  
15 Stat. 1552) is amended by striking “2005” and inserting  
16 “2009”.

17 **SEC. 1310. INTERSTATE OASIS PROGRAM.**

18 (a) IN GENERAL.—Not later than 180 days after the  
19 date of enactment of this section, in consultation with the  
20 States and other interested parties, the Secretary shall—

21 (1) establish an interstate oasis program; and

22 (2) after providing an opportunity for public  
23 comment, develop standards for designating, as an  
24 interstate oasis, a facility that—

25 (A) offers—



- 1 (i) products and services to the public;  
2 (ii) 24-hour access to restrooms; and  
3 (iii) parking for automobiles and  
4 heavy trucks; and  
5 (B) meets other standards established by  
6 the Secretary.

7 (b) STANDARDS FOR DESIGNATION.—The standards  
8 for designation under subsection (a) shall include stand-  
9 ards relating to—

- 10 (1) the appearance of a facility; and  
11 (2) the proximity of the facility to the Dwight  
12 D. Eisenhower National System of Interstate and  
13 Defense Highways.

14 (c) ELIGIBILITY FOR DESIGNATION.—If a State (as  
15 defined in section 101(a) of title 23, United States Code)  
16 elects to participate in the interstate oasis program, any  
17 facility meeting the standards established by the Secretary  
18 shall be eligible for designation under this section.

19 (d) LOGO.—The Secretary shall design a logo to be  
20 displayed by a facility designated under this section.

